WHAT IS CLAIMED IS:

1. A vehicle steering column ignition lock having a lock housing for fastening to the vehicle, a closing cylinder that is rotatable in the lock housing and is coupled to a steering locking mechanism and to an electric switch for the ignition current, and closing pins that are movable in the closing cylinder by means of a key, whereby the closing cylinder either can be rotated relative to the lock housing or is blocked against rotation, wherein:

a sleeve is installed rotatably into the lock housing, with the closing cylinder inserted rotatably into the sleeve;

the closing pins are engageable with said sleeve to block relative rotation between the sleeve and the closing cylinder;

a locking bolt is slidable within the lock housing to engage with a slotted opening of the sleeve, blocking rotation of the sleeve relative to the housing; and

the locking bolt has an electromagnet that is activatable with a remote controller to withdraw said locking bolt from engagement with the slotted opening of the sleeve.

2. The steering column ignition lock, as claimed in Claim 1, wherein the locking bolt is spring biased to engage with the slotted opening of the sleeve.

3. The steering column ignition lock, as claimed in Claim 1, wherein a periphery of the sleeve has an eccentric, which pushes the locking bolt in a radially outward direction when the sleeve is rotated into the lock position.

4. The steering column ignition lock, as claimed in Claim 1, further comprising a remote controller for activating a central locking system.

5. The steering column ignition lock according to Claim 1, wherein said vehicle is a motorcycle.

6. An ignition lock for a vehicle, comprising:

a hollow cylindrical housing for mounting on the vehicle;

a hollow cylindrical sleeve inserted rotatably within the housing;

a closing cylinder inserted rotatably within the sleeve, said cylinder being operatively coupled to activate at

least one of a steering locking mechanism and a vehicle ignition switch by rotation thereof relative to the housing;

closing pins which are movable in the cylinder to engage with the sleeve for preventing rotation of the cylinder relative to the sleeve, and are movable out of engagement with the sleeve for permitting rotation of the cylinder relative to the sleeve in response to insertion of a key into the cylinder;

a locking bolt which is movable in the housing, between a first position in which rotation between the sleeve and the housing is permitted, and a second position in which rotation between the sleeve and the housing is blocked; and

a remotely actuatable mechanism for controlling movement of the locking bolt between the first and second positions.

7. An ignition lock for a vehicle according to Claim 6, wherein said remotely actuatable mechanism comprises an electromagnet.

8. An ignition lock for a vehicle according to Claim 7, wherein:

the locking bolt is spring biased into the second position; and

actuation of the electromagnet causes said locking bolt to move into the first position.

9. An ignition lock for a vehicle according to Claim 6, wherein a periphery of the sleeve has an eccentric which moves the locking bolt radially outwardly when the sleeve is rotated into a lock position.

10. An ignition lock for a vehicle according to Claim 6, wherein the vehicle is a motorcycle.